


## **EXHIBIT 7**

Issue Number:	<b>A-83ZA-81205</b>		PDF Date Submitted	
<input checked="" type="checkbox"/> Part - Location:	<b>SWITCH ASM-IGN &amp; START -IGNITION SWITCH</b>			
<input checked="" type="checkbox"/> Complaint:	<b>ELECTRICAL CONCERN</b>			
Issue Type:	<b>Pre - Phy Test</b>	Vehicle/Product Line:	<b>ZAcar</b>	Region: <b>GMNA</b>
<input checked="" type="checkbox"/> Severity:	<b>2</b>	Primary Metric/Score:	<b>/</b>	

**Vehicle / Product Description**

Primary Project No:	83ZA	Model Year:	2003
Other Project No(s):		Model Year Qtr:	
Vehicle/Prop. #:	73Z2403	Model Code:	SEDAN
Marketing Division:	Saturn	Hardware Stage:	Alpha 2
Marketing Region(s):		(VIN) Vehicle ID #:	
Engine(s):	L61	Transmission(s):	M86
Engine Serial #:		Transmission Serial #:	
Drive Type(s):		Option(s):	
Steering:	N/A	PIMREP No:	A-83ZA-81205

Odometer Reading or Range in from to

Part / Supplier Information			
1st Level (VPPS):	2nd Level (VPPS):	3rd Level (VPPS):	4th Level (VPPS):
7 Information & Controls	2 Customer Switches		
UPC:	FNA:	Part Name:	Part Number:
6Y 4	1050A	SWITCH ASM-IGN & START	12450250
Supplier(s) Name:	DUNS Code(s):	Part Year:	Drawing Revision Date:
		2003	
Suspect Part(s) available?	Location of Suspect Part(s)	PIM (EPS/PAD)	EPN
<input type="radio"/> Yes <input checked="" type="radio"/> No			

Incident Description			
Date first reported:	07/31/2001	Complaint Category:	ELECTRICAL CONCERN
Incident Discovered by:	SEWELL, JIM	Discoverer's Dept:	GMNA
Discoverer's Phone:		Plants w/ same Problem:	

Source Level 1:	Source Level 2:	Source Level 3:
Test - Performance Integration	Electrical	C

**Incident Description:** (Give detailed description of incident )  
ISSUE DESCRIPTION - Codes B2648 (Ambient Light Sensor Circuit High) and B2657 (Security System

Sensor Data Circuit Low) were setting in the IBCM. The Passlock Data circuit (#1390 Cav #5 at IGN Switch) was checked using DPIDS and a DVOM. When using class 2 data (DPID \$09) was reading \$FF (12V) when the key-in circuit was activated and \$00 (0V) when the IGN switch was turned to any position except for OFF. When measured with the DVOM the signal exhibited the same results.

TRIM LEVEL - none  
PILOT CATEGORY - Reserve

PIMREP History Information Begin

Comment

PIMREP History date - 08/22/2001 3:57:10 PM

PIMREP History Action - The issue has been approved. The Responsible Staff Engineer is now:

SKELTON, BILL

PIMREP History Responsible - KEITH PATERSON

PIMREP History Information End

PIMREP History Information Begin

Root Cause

PIMREP History date - 09/13/2001 3:52:48 PM

PIMREP History Action - The switch as received by Rod Davies measured 0.2 Ohms in RUN and 373.5 Ohms in CRANK position across pins 5 & 6. Switch forwarded to Delphi-Mechatronics for analysis.

PIMREP History Responsible - Rod Davies

PIMREP History Information End

PIMREP History Information Begin

Root Cause

PIMREP History date - 11/14/2001 3:07:13 PM

PIMREP History Action - Tear down evaluation on the switch revealed two causes of failure. Low contact force and low detent plunger force.

PIMREP History Responsible - Ray DeGiorgio

PIMREP History Information End

PIMREP History Information Begin

Solution

PIMREP History date - 11/14/2001 3:09:29 PM

PIMREP History Action - Both issues were addressed with Beta level parts per EWO MB612.

PIMREP History Responsible - Ray DeGiorgio

PIMREP History Information End

PIMREP History Information Begin

Implementation

PIMREP History date - 11/14/2001 3:11:19 PM

PIMREP History Action - Representative parts have been implemented on Beta Coupes.

PIMREP History Responsible - Ray DeGiorgio

PIMREP History Information End

PIMREP History Information Begin

Feedback

PIMREP History date - 11/14/2001 3:12:18 PM

PIMREP History Action - Beta Coupes have been evaluated and the problem does not exist anymore.

PIMREP History Responsible - Ray DeGiorgio

PIMREP History Information End

PIMREP History Information Begin

Comment

PIMREP History date - 11/14/2001 3:13:29 PM

PIMREP History Action - Issue Closed

PIMREP History Responsible - SKELTON, BILL  
PIMREP History Information End

**Preliminary Root Cause:** (Give preliminary Root Cause if known, do not speculate!)  
PRELIMINARY / ASSUMED ROOT CAUSE - IGN swith Passlock Data circuit open when IGN turned to any position other than OFF.

PROPOSAL / TEMPORARY SOLUTION - IGN switch replaced to repair vehicle, codes did not continue to set. DRE informed and switch is to be returned to him.

<b>Potential Root Cause Champion:</b> (Select potential Root Cause Champion.)	
Select:	Potential Champion
Department :	
or:	
Name :	

Evaluation Information (Test)			
Procedure: (Test Schedule)	% Complete (Test Schedule):	Driving Conditions:	Environmental Conditions:
	0		
Odometer:	Vehicle Test:	Part Durability:	Part Test:
0	0	0	0

Enter Containment Information Here

Containment
Plant Information
Description of Plant Containment:

Plant:	VIN:	Breakpoint Date:	Contact Person:	Tel. No:

Field Information
Description of Field Containment:

Breakpoint Date:	Contact Person:	Tel. No:

Involved Components
Component: Plant:

Originator Information
------------------------

Document Originator:	JAMES D SEWELL/US/GM/GMC	08/22/2001 03:55:27 PM
Location:	Milford Proving Ground Building 104	Phone: [REDACTED]
Dept.:	Development, Validation *** Electrical Development & Powertrain Interface MPG	

Document Information
----------------------

History
---------

Issue Number:	<b>A-83ZA-81205</b>
---------------	---------------------



Complaint: ELECTRICAL CONCERN

ZAcar	no priority
-------	-------------

Other Vehicle/Product Line(s) involved:

### Assessment of impact on warranty

Sales Region:	Currency: \$US
---------------	----------------

**Labor Codes:**

Primary:

2nd Labor Code:

3rd Labor Code:

4th Labor Code:

5th Labor Code:

[illegible]

Cost / Vehicle		0	0	0	0	0	0	
Cost / Vehicle		0	0	0	0	0	0	
Cost / Vehicle		0	0	0	0	0	0	
Cost / Vehicle		0	0	0	0	0	0	
Cost / Vehicle		0	0	0	0	0	0	
Solution Effectiveness (%):								
Report Date:					Warranty Specialist:			
Warranty Comments:								

Assessment of internal measurements					
Plant	% Direct Run Improvement (< 100)	GCA Value	GM Rating	Ergonomics	Productivity
Report Date:					
Owner of Information:					

**Enter Aftersales Impact Information Here**

Assessment of Aftersales Impact		
FPR No.:		
Metric:	No of Cases:	Comments:
TAC:		
CAC:		
Buybacks:		
FPR:		

**Enter Cost Reduction Information Here**

Cost Reduction	
Type of Cost Reduction:	Tracking Number:
Marketing Division / Vehicle Line	Amount of Reduction (\$US):
	0
	0
	0
	0
	0
	0
	0
	0
	0
	0
	0
	0
	0
	0
	0
	0
	0
	0
	0
	0
Report Date:	
Cost Reduction Comments:	

**Enter Risk Assessment Number / FEMA Information Here**

--

[illegible]

Regional Information			
Description	Value	Description	Value
			70.2

Document Information		
Document created by:	Keith A. Paterson/US/GM/GMC	08/22/2001 03:55:27 PM
Last Modified by		
Issue Number:	<b>A-83ZA-81205</b>	
Part - Location:	<b>SWITCH ASM-IGN &amp; START -IGNITION SWITCH</b>	
	<b>ELECTRICAL CONCERN</b>	
Assign Root Cause Champion		

Department:	Champion:
Infotainment, Controls, Displays ***	Skelton, Bill - [REDACTED]
Controls	

Nomination Comments:
----------------------

### Champion History:

Champion Designee History:

Assignment Date:	Department :	External Designee:
	Name :	

External Designee History:

### Root Cause Analysis

Target Date: 08/29/2001	Actual Date: 11/14/2001 <b>Late</b>	Actual date reported by champion:
----------------------------	---	-----------------------------------

☒ Description of Root Cause Investigation Progress and Verification:

START OF ACTION - STATUS ACTION - The switch as received by Rod Davies measured 0.2 Ohms in RUN and 373.5 Ohms in CRANK position across pins 5 & 6. Switch forwarded to Delphi-Mechatronics for analysis.

START OF ACTION - RESPONSIBLE - Rod Davies

☒ Problem Solving Methodology:

*Document the Solving Process seen as appropriate*

☒ Potential Solution Champion / Department:

Department: or Name:	Potential Champion:
----------------------------	---------------------

<input checked="" type="checkbox"/> Problem mainly caused by:	Field Remedy Requested?
	No

☒ Root Cause Summary:

Tear down evaluation on the switch revealed two causes of failure. Low contact force and low detent plunger force.:Ray DeGiorgio

#### Document Information

Document created by:	Keith A. Paterson/US/GM/GMC	09/13/2001
Last Modified by:		

Issue Number: **A-83ZA-81205**

Part - Location: **SWITCH ASM-IGN & START -IGNITION SWITCH**

Complaint: **ELECTRICAL CONCERN**



### Assign Solution Champion

Department: Infotainment, Controls, Displays *** Controls	Champion: Skelton, Bill - [REDACTED]
---	---

Nomination Comments:

Champion History:

Champion Designee History:

Assignment Date:	Department: Name:	Champion Designee:
------------------	----------------------	--------------------



External Designee History:

Develop Solution / Make Decision on Solution		
Target Date: 11/14/2001	Actual Date: 11/14/2001	Actual date reported by champion: <b>Late</b>
<input checked="" type="checkbox"/> Description of Solution Investigation Progress and Verification:		


Aftersales Field Fix:	N/A
-----------------------	-----

EWO Mandatory: ☒ Yes ☐ No

EWO			
EWO #:	Approval / Release Date (i.e. CAB, etc):	Validation Part Availability Date:	TID (Target Implementation Date) of EWO:
MB612			
EWO Comment:			

EWO Part Actions			
New Part Number Required?	New Part Number		
<input type="radio"/> Yes <input checked="" type="radio"/> No			
Stock Disposition Domestic	Stock Disposition Export	Service Disposition (Retailer)	Service Interchange
Exchange Aftersales Warehouse Parts according to Engineering/VLDM decision?			
Department: or Name:	Potential Champion:		


Summary	
Solution Type	
2. Design change without new requirement/specification	
Solution Summary:	
Both issues were addressed with Beta level parts per EWO MB612.:Ray DeGiorgio	
Document Information	
Document created by:	Bill Skelton/US/GM/GMC
Last Modified by:	11/14/2001

Issue Number:	<b>A-83ZA-81205</b>	
<input checked="" type="checkbox"/> Part -	<b>SWITCH ASM-IGN &amp; START -IGNITION SWITCH</b>	
Location:		
<input checked="" type="checkbox"/> Complaint:	<b>ELECTRICAL CONCERN</b>	


Assign Implementation Champion	
Department:	Champion:
Infotainment, Controls, Displays ***	Skelton, Bill - <span style="background-color: black; color: black;">[REDACTED]</span>
Controls	

Implement Solution		
Target Date: 11/14/2001	Actual Date: 11/14/2001	Actual date reported by champion: <b>Late</b>
Description of Implementation:		

Breakpoint(s)
---------------

Plant:		Date:		VIN / Val Vehicle #:	
<b>Breakpoint(s) Involved Components</b>					
Plant*Component / Supplier*Part:		Serial - No:		Date Breakpoint:	
Component/Part:	Plant / Supplier:	Serial - No:	Breakpoint:		
Department :		Potential Champion:			
or					
Name :					
<b>Service Bulletin</b>					
Service Bulletin Requested:	Service Bulletin #:	Bulletin Release Date:	Applicable Region/Country:		
Service Bulletin Name/Desc.:					
<b>Summary</b>					
<input checked="" type="checkbox"/> Implementation Summary:					
Representative parts have been implemented on Beta Coupes.:Ray DeGiorgio					
<b>Document Information</b>					
Document created by:		Bill Skelton/US/GM/GMC		11/14/2001	
Last Modified by:					
Issue Number:		A-83ZA-81205			
<input checked="" type="checkbox"/> Part -		SWITCH ASM-IGN & START -IGNITION SWITCH			
Location:					
<input checked="" type="checkbox"/> Complaint:		ELECTRICAL CONCERN			
 FB					
<b>Assign Feedback Champion</b>					
Department:		Champion:			
Infotainment, Controls, Displays ***		Skelton, Bill - [REDACTED]			
Controls					

<b>Feedback</b>		
Target Date:	Actual Date:	Actual date reported by champion:
11/14/2001	11/14/2001	
Late		
Did the Solution fix the problem?		
<input type="radio"/> Yes <input type="radio"/> No		
Copy of the data analysis to support the above conclusion:		

<b>Feedback Summary:</b>		
Beta Coupes have been evaluated and the problem does not exist anymore.:Ray DeGiorgio		
<b>Document Information</b>		
Document created by:		Bill Skelton/US/GM/GMC
Last Modified by:		11/14/2001
Issue Number:		A-83ZA-81205
<input checked="" type="checkbox"/> Part -		SWITCH ASM-IGN & START -IGNITION SWITCH
Location:		
<input checked="" type="checkbox"/> Complaint:		ELECTRICAL CONCERN
		 Field Remedy

### Assign Field Remedy Champion

Department:	Champion:
-------------	-----------

### Field Remedy


Field Remedy Comment:

#### Last Break Point

Date	VIN / Part Number	Measure

#### Document Information

Document created by:
Last Modified by

Issue Number:	<b>A-83ZA-81205</b>	 LL
✘ Part -	<b>SWITCH ASM-IGN &amp; START -IGNITION SWITCH</b>	
Location:		
✘ Complaint:	<b>ELECTRICAL CONCERN</b>	
<b>Solution for new Design / Project</b>		
Shall a Lessons Learned Request be sent? <input type="radio"/> Yes <input type="radio"/> No		
Step when issue was flagged as Lessons Learned:		
Flagged by:		
Standard Work Element:		
Lesson Learned Number:		
Has the issue been entered in the Lessons Learned database? <input type="radio"/> Yes <input checked="" type="radio"/> No		
<b>Document Information</b>		
Document created by:		
Last Modified by		